

INFORMATION REPORT
CONFIDENTIAL

COUNTRY Yugoslavia

SUBJECT The Vicko Krstulovic Shipyard at
Split

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1. The shipyard is organized into the following departments:

a. Technical department, consisting of

- 1) Planning section
- 2) Drafting office

b. Administrative department, consisting of

- 1) Accounts section
- 2) Cash office
- 3) Filing section

c. Supplies department

d. Steel ship construction department

e. Wood working department

f. Foundry

g. Workshops, consisting of

- 1) Electrical welding shop
- 2) Locksmiths (?) department
- 3) Smithy
- 4) Mechanical workshops

h. School

Approximately 2,200 to 2,500 workers are employed, and about 800
administrative and technical personnel.

2. The following units were under construction, repair or dismantling on
1 April 1950:

a. The steamship BALCIK, which has been raised from the sea, and is being
completely rebuilt. It is due for completion by the end of 1950.

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- b. Three large lighters (almost completed).
- c. One large floating crane, half completed.
- d. One crane running on rails, lifting capacity 60 tons, in the final phase of construction.
- e. Two cranes each of 20 tons lifting capacity, in an advanced state of construction.
- f. The steamship SINJ (the former SARAJEVO) was completed in May 1950. It has a speed of 14 knots and will be used for coastal traffic purposes.
- g. The steamship PARTIZANKA, being dismantled. The machinery, which was not damaged by fire, was dismantled and put in store.
- h. A salvaged ship under repair, thought to be a light Italian warship. It still bears the inscription "SB" or "PB" [redacted]. It is armed with a gun in the bows and several twin-barrelled machine guns. There are two torpedo tubes amidships on either side.

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Naval units constantly use the shipyard for minor repairs which never take longer than a month. In April 1950 preparations were being made for the construction of landing craft based on [redacted] models.

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- 3. The wood construction department is responsible for the manufacture of all wooden parts for ships, such as decks, masts et cetera. The timber is obtained from Bosnia and Hercegovina. In 1949 the department received new woodworking machinery [redacted].
- 4. The foundry, which employs approximately 300 workers, has three furnaces, as follows:
 - a. A pear-shaped Bessemer furnace for copper, bronze et cetera, with a capacity of from 500 to 1,000 kilograms.
 - b. A Bessemer furnace for steel, with a two-ton capacity.
 - c. A Siemens-Martin furnace for casting propellers, valves and blocks for steam and other engines.
- 5. The electrical welding shop is equipped with new [redacted] Czech welding apparatus. The old German equipment is still being used, as it is still in good condition. The shop produces its own oxygen and acetylene in cylinders. Output is sufficient to meet all requirements of the shipyard.
- 6. The locksmiths (?) department employs about 100 workers, divided into 10 work brigades each under the command of a "brigadier". The department is in charge of Jere Gavric, who is assisted by a certain Mihovilovic, a rabid Communist. Four large iron doors for the Korcula Shipyard were turned out by the department in seven months.

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7. The smithy is equipped with three large steam hammers, of which the largest weighs 500 kilograms. There are also various sheet bending machines and drills. Two new drills were obtained in 1949 [] 50X1-HUM
8. The mechanical workshops produce axles and other parts.
9. A lower technical school for marine construction was added to the shipyard in 1949. The school building itself is located in the town of Split. The school is in charge of a major and the teaching staff consists of professors and lecturers with university degrees. Only the teachers of military subjects are officers. There are about 400 pupils, including 30 girls enrolled at the school. All wear uniforms, which are similar in appearance to those worn by the Navy. The school is run by the State. Pupils must agree to serve three years in the Navy and to work in the shipyard for at least five years on completion of the training period. Candidates are required to have studied at least two years at a Gymnasium. Theoretical training takes place in the morning at the school, practical training in the afternoon in the shipyard.
10. Three new dry docks are under construction and will probably be completed by the end of 1950. They will be used for the construction of medium sized steel ships. Several buildings are to be used as workshops and are under construction, as well as several machine shops.
11. Three three-story dwellings for workers are under construction in the Stalingradska Ulica. Five single-story buildings are under construction in the Solunska Ulica. All these buildings are due for completion this year. The workers employed on this project consist almost entirely of militarized labor battalions.
12. The shipyard is guarded by a KNOJ Battalion, and a detachment of 80 men of the Industrial Militia responsible for internal security. All stores have a constant KNOJ guard, and there are approximately 40 guard posts inside the shipyard alone. The wall surrounding the yard is guarded by from 25 to 30 posts, which are increased during the hours of darkness.
13. The Manager of the shipyard is an unspecified Lieutenant colonel, [] Captain Basic, [] is the Staff Manager. According to existing plans, the shipyard is to be expanded and made capable of employing 10,000 workers by the end of 1951. 50X1-HUM

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